

COAST GUARD BULLETIN



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REAR ADMIRAL CHALKER SWORN IN AS ASSISTANT COMMANDANT

Rear Admiral L. T. Chalker was sworn in as Assistant Commandant of the United States Coast Guard at Coast Guard Headquarters, Washington, D. C., on December 24, in the presence of officers of the Coast Guard and invited guests. The oath of office was administered by Rear Admiral R. R. Waesche, Commandant.

Among those present, in addition to service personnel, were Mrs. R. R. Waesche, wife of Rear Admiral Waesche, Mrs. Harvey F. Johnson, wife of Rear Admiral Harvey F. Johnson, engineer in chief of the Coast Guard, Mrs. L. T. Chalker, wife of Rear Admiral Chalker, and Mrs. J. H. Chalker, mother of Rear Admiral Chalker. Rear Admiral Chalker's father was an engineer officer of the Coast Guard.

BUOYAGE PAMPHLET ISSUED IN NEW FORM

A new edition of the pamphlet *Buoys in Waters of the United States*, has just been issued by Coast Guard Headquarters, and is available for free distribution. This pamphlet, previously mimeographed and now in printed form, describes the system of buoyage which is uniformly applied in all United States waters. It was prepared specially for instruction purposes, and has been extensively used by flotillas of the Coast Guard Auxiliary, by the Coast Guard Reserve, and by the many local squadrons of the United States Power Squadrons, as well as the Sea Scouts and other nautical organizations.

The new edition of the buoyage pamphlet includes a four-color plate, newly prepared, illustrating the lateral system of buoyage. On this are shown graphically the various shapes of buoys, their coloring, and their numbering. An added convenience for instructors is the delineation of the various symbols by

means of which the buoys are indicated in charts.

Issued in document size, with 10 pages of text and with the color plate folded and inserted at the back, the pamphlet is now ready for distribution upon request. It will be furnished in quantities to all organizations engaged in nautical instruction.

NAVY TO ASSUME CONTROL OVER RADIO APPARATUS OF VESSELS UNDER UNITED STATES JURISDICTION

Control of the operation of radio stations on vessels, foreign and domestic, subject to the jurisdiction of the United States, is being assumed by the United States Navy, under regulations signed by the Secretary of the Navy, dated January 6, 1942, and instructions just issued by the Chief of Naval Operations. A Navy operations letter dated January 18 directs that the use, control, supervision, inspection, and closure of all radio stations on merchant and pleasure craft be under the cognizance of the Commandant of the Coast Guard and further directed the latter to coordinate the preparation of all necessary instructions to be issued by the Navy Department.

All vessels, both commercial and pleasure craft, will be subject to the new restrictions, which, in general, will require a drastic reduction in radio traffic, allowable traffic being restricted to that required in distress cases, in the navigation of a ship, and in making necessary port arrangements. All radio transmissions, when likely to disclose the movements of ships, their positions, or provide means of taking radio direction finder bearings, to enemy craft, will be prohibited, except under certain specified conditions.

Reception of radio signals and commercial broadcasts will be permitted, except in cases where the nature of the receiving equipment would enable an

enemy ship to obtain a bearing. Pleasure craft, except in cases of distress, are expected to be prevented from employing radio transmitters.

Authority to regulate radio traffic of vessels is vested in the Secretary of the Navy by Order No. 1 of the Defense Communications Board, dated December 26, 1941. The purpose of this order was to attain a reasonable security to American shipping through the prevention of any use of radio transmissions. Pursuant to this order, regulations were issued by the Secretary of the Navy on January 8.

Control of ship radio traffic was vested in the Defense Communications Board by Executive Order signed by President Roosevelt on December 10, 1941.

COAST GUARD INITIATES TRAINING COURSE FOR RESERVE OFFICERS AT NEW LONDON ACADEMY

A special training course, not to exceed 4 months, leading to commissions in the United States Coast Guard Reserve, is being established at the Coast Guard Academy, at New London, Conn. Applicants, who must be between the ages of 20 and 30 years, and who must have a college degree, are now submitting requests for this training to Coast Guard Headquarters, in Washington, and to field offices of the Service.

Under present plans the Reserve cadets will be trained in groups of 200, the course itself, requiring 3 months, lengthened to 4 months by the preliminary 30 days training in an enlisted rating. Applicants who qualify under the regulations just made public, will be enlisted as apprentice seamen in the Coast Guard. They will be sent immediately to New London for the preliminary 30 days' training. If their record is satisfactory during this period they will then be designated as cadets and will take up their officer training. Upon satisfactory completion of the 3 months' course they will be commissioned as ensigns in the Coast Guard Reserve and placed on active duty. Coast Guard Reservists obligate themselves to serve actively in time of war, and as a result graduates of these special classes will enter on service for the duration of the war.

The Coast Guard Academy, at New London, Conn., at which the regular officers of the Service are trained, has facilities for the training of about 3 groups of 200 men each per year.

APPROPRIATION AUTHORIZED FOR GREAT LAKES ICE BREAKER

Chiefly for the construction of an ice breaker for operation on the Great Lakes, the Coast Guard, in the Third Supplemental National Defense Appropriation Act, approved December 17, 1941, was allotted the sum of \$8,717,300 for use in its shipbuilding program. The major portion of this sum, not to exceed \$8,000,000, is for the ice-breaking ship to be used on the Great Lakes as a means of assisting in the national defense by the lengthening of the season of navigation. This will be accomplished by keeping the important channels free of ice as long as possible in the early winter and breaking fresh channels through the heavy ice early in the spring.

Plans for this heavy-duty ice-breaking cutter are now in the formative stage but with the securing of the funds necessary for the project, work will be accelerated and the actual construction will begin as soon as possible. After a careful analysis of the results obtained in breaking ice in the fresh water and low temperatures of the Lakes region, both with its own ships and by vessels owned and operated by commercial interests, Headquarters has decided upon the following general characteristics.

The ice breaker will have a displacement of 5,000 tons, a length of 280 feet, a beam of 70 feet, and engines of 10,000 horsepower. To enable it to clear a channel sufficiently wide to insure the passage of even the largest ships with little or no damage to their side plating, the new ice-breaking cutter will have a beam greater than any vessel normally operated on the Lakes.

ACADEMY'S CONGRESSIONAL BOARD OF VISITORS FOR 1942 IS NAMED

Membership of the 1942 Congressional Board of Visitors, which will inspect the Coast Guard Academy at New London, Conn., some time this coming May, has just been announced. Four members are from the United States Senate and six from the House of Representatives. This Congressional Board was established by the act of July 15, 1939, which provided that a Board be appointed in January of each year for the purpose of viewing at first hand the work being done at the Academy. It was felt that the impressions gained

by this personal contact with the activities at the Academy, would enable the Board to clearly determine any reforms or improvements which might be necessary to provide a more efficient administration of the establishment.

The senators appointed for this year's visit are: Hon. Josiah W. Bailey, of North Carolina, ex officio member, and chairman of the Senate Committee on Commerce; Hon. Prentiss M. Brown, of Michigan; Hon. Harold L. Burton, of Ohio; and Hon. Lister Hill, of Alabama.

The representatives are: Hon. Schuyler O. Bland, of Virginia, ex officio member, and chairman of the House Committee on Merchant Marine and Fisheries; Hon. Frank W. Boykin, of Alabama; Hon. James C. Oliver, of Maine; Hon. J. Hardin Peterson, of Florida; Hon. John Taber, of New York; and Hon. Clifton A. Woodrum, of Virginia.

CUTTER TO BE KNOWN BY FULL NAME "ALEXANDER HAMILTON"

The United States Coast Guard cutter *Hamilton*, since the placing of the Coast Guard under the direction of the Secretary of the Navy, is to be known by the full name *Alexander Hamilton*, the name of the first Secretary of the United States Treasury in the days when this was an infant republic. Since the Service is now operating as a part of the Navy, this fuller designation of the ship is necessary to avoid confusion with Navy vessels having similar last names.

The new Navy destroyer *Hamilton* is named for the Hon. Paul Hamilton, Secretary of the Navy from 1809 to 1813. An earlier destroyer, is named for Lt. Archibald Hamilton, who served during the Revolutionary War.

MANY SMALL YACHTS PURCHASED UNDER EMERGENCY AUTHORIZATION

Included in the Second Supplemental National Defense Act of 1942, was the sum of \$4,250,000 for use by the Coast Guard for the construction or the purchase from private owners of approximately 200 boats ranging in size from 37 to 65 feet in length. Since the approval of the act, contracts have been awarded to various shipyards for a total of 115 boats, some of which have already been delivered. In addition, 69 yachts have been purchased and negotiations are underway for the purchase of additional privately owned boats.

The most recent development in this program, was the award of contracts to the Higgins Industries, Inc., of New Orleans, La., for the construction of a total of 11 boats. Six of these will be 37-foot picket boats to be built at a cost of \$10,240 each. The remaining 5 will be 56-foot Diesel powered patrol boats, to be built at a cost of \$32,500 each.

The 69 yachts were purchased from private interests at a total cost of \$1,305,000, making the average purchase price approximately \$18,900 per boat. These boats for the most part, will be used by the captains of the port for the very important duty of patrolling the harbors and waterways of the Nation to prevent possible acts of sabotage. Of the 69 yachts purchased to date all but 1 have been assigned to duty.

WATERFRONT IMPROVEMENTS TO BE MADE AT ACADEMY

Bids were opened at Coast Guard Headquarters on January 14 for improvement to the waterfront of the Coast Guard Academy on the Thames River at New London, Conn. The apparent low bidder was Mondelci & Benvenuti of New London, Conn., whose bid was \$80,024. The other bidders were the Merritt-Chapman & Scott Corporation, New London, Conn., in the amount of \$94,400; and Di Sandro Bros., Providence, R. I., in the amount of \$143,308.

The waterfront improvements will include the construction of a causeway, turnabout and boat bays, a mole, and an extension to the existing wharf. The bidders also submitted alternate bids wherein certain portions of the work were omitted, but in this alternate bidding the relative position of the bidders remained unchanged.

Bids on these waterfront improvements, which then included a boathouse, were opened some time ago, but it was found that the prices then quoted exceeded the funds allocated for the work. These first bids were rejected and new bids invited on the waterfront improvements only, it now being planned to postpone the construction of the boathouse until additional funds are made available.

ATTEMPTED RESCUE BRINGS CONTACTS WITH ENEMY SUBMARINES

An unsuccessful attempt by a Japanese submarine to ram a United States Coast Guard lifeboat en route to the torpedoed steamship *Emidio* off the California coast, and two later contacts with

enemy undersea craft, were revealed in the report of Chief Boatswain Garner J. Churchill, who commanded the small rescue vessel.

At 8:35 p. m. on December 20, Chief Boatswain Churchill, officer in charge of the Humboldt Bay Lifeboat Station, was notified by the commanding officer of the naval section patrol base at Eureka, Calif., that the S. S. *Emidio* had been torpedoed off Cape Mendocino and that the survivors had taken to lifeboats.

The Coast Guard cutter *Shawnee* was at Eureka, in Humboldt Bay at the time but could not get out over the bar because of heavy seas still breaking on it after a period of bad weather. Local pilots have always refused to move vessels in or out of Humboldt Bay at night even under the most favorable conditions and with all aids to navigation lighted.

Churchill, with the approval of the base commanding officer, decided to make the attempt by motor lifeboat. Signals indicating a safe crossing of the bar were arranged with the base. The United States Army was warned not to fire on the lifeboat.

Churchill and four other enlisted men manned the lifeboat and proceeded to the bar. There was a heavy swell, but the bar was crossed without trouble. At 1:05 a. m. on December 21, the small boat picked up the outside bar whistle buoy and proceeded on a southwest course at a speed of 8 knots.

Two hours later the bow look-out reported a large unlighted object looming up on the port bow. The engine was thrown out of gear. The object proved to be a vessel, lying to. The lifeboat's headway carried it within 100 yards of the vessel, which appeared to be long, low, and rakish, without masts, stack, or housing, and with bow pointed in a general northerly direction.

Churchill attempted to signal the vessel by lights and searchlight. The signals were not answered, and at no time did the vessel show any lights.

The lifeboat swung away, as the five men watched the unknown craft. Suddenly it got underway and headed toward the lifeboat. The boat was headed northeast at a slow speed. The vessel followed. The lifeboat was speeded up to full speed. The vessel still followed, rapidly overtaking the smaller craft, and still not showing signals or lights of any kind. When the vessel approached within 50 yards, it was evident that it was attempting to ram the lifeboat.

The Coast Guard boat changed course and turned to southeast sharply, as-

sisted by a following sea. The unknown ship continued northeast and passed the lifeboat, headed southeast. The vessel was seen on the crest of the sea as she passed the lifeboat.

She was silhouetted against the reflected glow of the lights of the city of Eureka to the northeast and appeared to be a submarine. Positive identification was impossible due to the darkness, the low freeboard of the lifeboat and the heavy swell, but a later check showed that there were no United States Navy vessels in this area at that time and the vessel must have been a Japanese submarine.

At 4:05 a. m. the lifeboat proceeded on its course and sighted the torpedoed *Emidio* at 6:45 a. m. There were no signs of life on board, and her lifeboats could not be seen.

A little more than an hour later a Navy patrol plane circled the *Emidio* and waved Churchill back toward the coast. He left the *Emidio* at 8:30 a. m.

A heavy, choppy sea forced the small boat to proceed at slow speed. An hour later, when about 4 miles to the northeast of the *Emidio*, the lifeboat crew sighted a periscope about 600 yards away. A change of course was made and the periscope disappeared a few moments later.

About 15 minutes later the periscope again appeared at a distance of approximately 600 yards. It followed the course of the lifeboat at about the same speed and maintaining the same relative position for about 5 minutes, when it disappeared and was not sighted again.

The boat returned to the Humboldt Bay lifeboat station at 12:45, reported to the commanding officer of the Eureka section base and learned that the crew of the *Emidio* had been picked up by a lightship.

DEATH OF CAPTAIN DAVID

Capt. George Warren David, United States Coast Guard, retired, died at the Marine Hospital, Seattle, Wash., on January 20, and was buried in that city.

Captain David was born May 19, 1877, at New Castle, Del. He was appointed a cadet in the Revenue Cutter Service in September 1902, and received his commission as ensign (engineering) in December of the same year. After 38 years of active service, 18 of which were spent in duty at sea, Captain David was retired in June 1941, with the rank of captain (engineering). At the time of his retirement he was serving as district engineer in the Seattle district of the Coast Guard.

Captain David is survived by his wife, Margaret Loomis David, who resides in Seattle, Wash.

DISTINGUISHED FLYING CROSSES AWARDED TO COAST GUARD PERSONNEL

Before the Commandant and Assistant Commandant of the Coast Guard, and a group of distinguished invited guests, Secretary of the Treasury, Honorable Henry Morgenthau, awarded Distinguished Flying Crosses to a commissioned officer and three enlisted men of the Coast Guard, at his office in Washington, D. C., on December 26, 1941.

The awards were recommended in accordance with law by a board of Coast Guard officers following a recommendation from the Secretary of the Treasury, in the case of Lt. William E. Sinton, Aviation Chief Machinist's Mate Edmund T. Preston, Aviation Chief Machinist's Mate Lonnie Bridges, and Radioman First Class Stephen J. Brodnan, all of whom are members of the Coast Guard. The Secretary of the Treasury, in his letter recommending these awards, stated:

On the late afternoon of October 3, 1941, Lieutenant Sinton was pilot of the Coast Guard airplane Y-38 with the Secretary of the Treasury on board, and while executing an instrument let-down procedure to break through the overcast preparatory to landing at New Hackensack, N. J., the airplane crashed through tree tops and was severely damaged. An imminent crash landing seemed certain, but the pilot and crew kept the damaged airplane in the air, and after a flight of almost 2 hours in low visibility and darkness arrived over Philadelphia, where clear weather prevailed. Because of the condition of the airplane a dangerous landing at high speed was necessary and it was successfully accomplished without injury to the persons on board or further damage to the airplane.

The courage, quick thinking, skill resourcefulness, and efficient teamwork of the pilot and crew transformed almost certain disaster into safety, which seems incredible now in the light of the known damage to the airplane.

I make this recommendation as an eyewitness of Lieutenant Sinton's extraordinary achievement and outstanding performance of duty on this occasion.

ENGINE CONTRACT AWARDED FOR FOUR ICE BREAKERS

A contract in the amount of approximately \$6,000,000, for furnishing the propelling machinery for four arctic ice breakers now under construction at the yards of the Western Pipe & Steel Co. of Los Angeles, Calif., has been awarded to the Fairbanks-Morse Co., Beloit, Wis.

The power plant upon each ice breaker will consist of six main Diesel electric generating sets providing power for

three main motors which will develop a total of approximately 10,000 shaft horsepower, to drive three propellers, one forward and two aft.

NEW TRAINING PROGRAM TO MEET NEEDS OF RAPIDLY EX- PANDING MERCHANT MARINE

To adequately man the 18 million tons of shipping to be in operation by the end of 1943, under the greatly expanded shipbuilding program recently announced by the Maritime Commission, the Maritime Service is making further expansion of its training program. Under this new program, the Maritime Service will train, between now and the end of 1943, about 7,700 prospective licensed officers and 18,000 unlicensed men.

This program will entail a substantial increase in the facilities of 4 of the training stations of the Maritime Service. The schools for prospective licensed officers at Fort Trumbull, New London, Conn., and Government Island, Alameda, Calif., will be able to take approximately 1,200 additional trainees. The Hoffman Island Training Station, New York, N. Y., will provide accommodations for approximately 1,700 additional apprentice seaman enrollees. At the Gallups Island Training Station, Boston, Mass., trainees in the resident radio school will be increased from 325 to 400. In the school for cooks and bakers at the same station, trainees will be increased from 150 to 175.

Construction has begun on buildings at the Fort Trumbull Training Station to provide accommodations for an additional 1,000 prospective licensed officer trainees and the necessary administrative staff. Existing facilities provide for 200 trainees and a corresponding staff. The new buildings are scheduled for occupancy by May 1, 1942.

A barracks building, with accommodations for an additional 500 apprentice seaman enrollees, will be constructed at the Hoffman Island Training Station. The former freight and passenger liner *Boston*, recently acquired by the Maritime Service for use as a station ship at Fort Trumbull, will be transferred to Hoffman Island, where it will be used to house 600 apprentice seamen. A sister ship of the *Boston*, the *New York*, acquired at the same time, has also been stationed at Hoffman Island. With the addition of these facilities, the capacity of the station has been increased from 600 to approximately 2,300 trainees.

TRAINING STATION AT BALTIMORE NOW UNDER CONSTRUCTION

To increase the recruit training facilities of the Coast Guard, an important step was taken on December 26, 1941, when a contract was awarded to the Consolidated Engineering Co., of Baltimore, Md., for the construction of a recruit training center at the Coast Guard Yard, Curtis Bay, Md., which will provide accommodations for 2,000 men. Work on the project was begun on December 27, and the buildings are scheduled to be ready for occupancy within 60 days. The cost of construction will be approximately \$915,000. Added to this will be cost of the equipment which will raise the total cost to approximately \$1,100,000.

The structures, covering an area of 13 acres, will be located across Arundel Cove from the industrial buildings of the yard. There will be 28 barracks buildings, each with accommodations for 74 men, an administration building, fire house, guardhouse, incinerator, infirmary, mess hall and gully, post exchange, recreation hall, 2 storehouses, and a receiving and clothing issue building.

All the buildings will be of the familiar temporary wood-frame type placed on concrete post foundations. The project closely follows standard Army plans for a 2,000-man unit.

NEARLY 200 COAST GUARD CHIEF WARRANT OFFICERS PROMOTED TO LIEUTENANCIES

Temporary promotions for a total of 194 chief warrant officers of the United States Coast Guard have been approved by the Secretary of the Navy and the President, and officers are now being notified of their new status. The promotions are to the ranks of lieutenant and lieutenant (junior grade), the chief warrant officers, of those selected, having 6 years or more of service in their grade, being made lieutenants, and those having less than 6 years in their grade being made lieutenant (junior grade).

The present is a partial list of promotions from the rank of chief warrant officer, and consideration is now being given to additional promotions from this and other ranks and grades. Of those just promoted, 87 were previously chief boatswains, 35 chief machinists, 35 chief pay clerks, 18 chief radio electricians, 14 chief gunners, 3 chief carpenters, and 2 chief electricians.

Of the officers promoted, 21 are already serving as lieutenant (junior grade) under provisions of the Coast Guard Reserve legislation. Steps will be taken to terminate these Reserve commissions.

The following were approved as lieutenants:

Charles Heinzl.	Thomas L. Ryan.
Frank J. Bennett.	Albert Trachtenberg.
Raymond N. Gillis.	Walter W. Reynolds.
Owen P. Thomas.	Jacob Rosenberg.
Berger Benson.	Solomon Nedetz.
Sidney A. Harvey.	Ernest Pointer.
Willard L. Jones.	George M. Schellenger.
Irwin D. Weston.	Adolph A. Rohdin.
Walter L. Hunley.	Walter G. Etheridge.
Robert N. Williams.	Roy Robinson.
Jens B. Krestensen.	Sands L. Littlefield.
Chester L. Jordan.	William B. Dawson.
Maurice D. Jester.	Meredith H. Griffith.
Andrew Johansen.	Clyde T. Solt.
William T. Murphy.	Elden G. Wigle.
Russell W. Thresher.	Harry E. Rowand.
Ralph G. Jenkins.	Louis J. Armstrong.
John M. Gray.	Carlin L. Brinkley.
Kenneth C. Tharp.	George A. Scott.
William E. Schweizer.	George A. Brownley.
Edward B. Andrews.	Luther W. Cartwright.
George F. Morin.	

The following were approved as lieutenants (Jr. gr.)

William R. Kenly.	William E. Paulsen.
Frank F. Crump.	Russell A. Carroll.
Edwin T. Piner.	Francis P. Bergmeister.
Edson E. Miller.	Arthur P. Arlington.
William W. McKellar.	George E. Altson.
John J. Daly.	Richard E. Hale.
Arthur H. Hylton.	Arvid E. Wikander.
George H. Jacobsen.	Thomas E. McCready.
William C. Gill.	Earl E. Stienbick.
Raymond J. Hegarty.	Walter A. Reynolds.
Charles N. Hubbard.	George Karl.
John R. Cody.	Albert Kenney.
Augustus F. Pittman.	Clyde D. Goodwin.
Thomas G. Woolard.	Frank D. Crooks.
Lance J. Kirstine.	Walker McMc Stephens.
Benton L. Bassham.	David Parker.
Charles E. Swanson.	Earl S. Burns.
Ellis F. Gradin.	Lewis L. Whittemore.
William L. LaRoue.	Stanley C. Crandall.
Carlton V. Legg.	Reginald W. Butcher.
Paul E. Clement.	Carl S. Studley.
Leo T. Robbins.	Walter C. Betha.
Ira L. Peck.	Dock G. Clementson.
James Morrison.	William K. Kehoe.
Oliver F. McClow.	Hugh V. Hopkins.
David B. Sollenberger.	William H. Carroll.
Lester L. Louis.	Mason B. McCune.
John F. Ryan.	Arthur J. Craig.
Leo P. Toolin.	Walter W. Bond.
Gustaf A. Nordling.	Virgil L. McLean.
Carroll A. Osborne.	George M. Gallagher.
Herbert S. Harris.	William McCauley, Jr.
Robert W. Finley.	Elmer O. Hannaford.
Albert J. Brown.	Marion G. Shr de.
Ralph H. Leek.	Henry M. Anthony.
Louis O. Ennell.	Cloyd C. Lentz.
Frank W. Wortman.	Joseph J. DeCarlo.
Meyer Robbins.	Howard R. Pickering.
Alfred W. Powell.	Joseph R. Fredette.
Charles T. Cowan.	John Brown.
Samuel D. LaRoue.	Henry E. Solomon.
James M. Barrett.	Harry A. Oest.
Frank Paul.	Paul M. Wakemaa.
Ernest A. Simpson.	Merl H. Dunbar.
Attilio E. DelPra.	George A. Painter.
Alexander Smith.	William A. Ronning.
Gerret B. Lok.	Edgar F. Sanborn.
Arendt E. Michalisen.	Allen E. Holst.
William J. Mazzoni.	Isaac L. Hammond.
William H. Moulton.	Charlie O. Grav.
John L. Olsen.	John N. Buckley.

Garwood J. Thomas.
 Garner J. Churchill.
 Glen R. Bush.
 Joseph Mazzotta.
 Willie Skipper.
 Harold W. Parker.
 Victor A. Johnson.
 James Black.
 Harry F. Burnham.
 Lynion R. Daniels.
 Ernest V. Wyatt.
 Herbert I. Vernet.
 Karl A. E. Lindquist.
 Perry H. Simpson.
 Thomas O. Deegan.
 William E. Ireland.
 Frederick G. Hall.
 Robert E. Hearne.
 Jonas T. Hagglove.
 James N. Rasmussen.
 Jens H. Jensen.
 William K. Bode.
 Patrick H. O'Donnell.
 Lee R. Scott.
 Linford H. Hines.

George V. Stepanoff.
 Hyman G. Gottlieb.
 Carl E. Roberts.
 Alfred B. Muse.
 Peter Pedersen.
 Lawrence N. Ditlefsen.
 Richard S. Tewksbury.
 Arthur E. Larsen.
 Harry F. Bradley.
 Peter F. Shea.
 John A. Turmala.
 Ernest A. Nilness.
 Marius Nordal.
 Adriaan De Zeeuw.
 Jason Thorpe.
 Carl R. Grenager.
 William C. Hart.
 James E. Bivard.
 Philip A. Krogier.
 Joseph H. Chaznot.
 Joseph L. Temple.
 Ludvig V. T. Sieck.
 William O. Dwyer.
 Ralph A. Taylor.

DEATH OF COMMANDER EMERY

Commander Howard Emery, United States Coast Guard (retired), died at Laconia, N. H., on December 30, 1941. Following services at the Fort Myer chapel, he was buried with full military honors, in the Arlington National Cemetery on January 3, 1942.

Commander Emery was born on October 3, 1853, in Saco, Maine. He was appointed a cadet in the Revenue Cutter Service in September 1878 and received a commission as a third lieutenant in November 1880. On October 3, 1917, having reached the age of 64, he was retired with the rank of senior captain after 39 years of active service. Some time later, because of a change in the classification of ranks in the Coast Guard, he was given the rank of commander on the retired list.

During his career in the Revenue Cutter Service, Commander Emery served aboard the cutters *Woodbury*, *Manhattan*, *Bear*, *Wolcott*, *Perry*, and *Morrill*, and at various times was in command of the *Forward*, *Smith*, *Winnisimmet*, *Algonquin*, *Fessenden*, and *Pamlico*. His duties ashore included: Supervisor of anchorages, port of New York; commanding officer, New York Division; and superintendent of construction and repair at headquarters. He was also assigned to the Life Saving Service as an inspector, and also as superintendent of construction.

FORMER NEW YORK-BOSTON PASSENGER VESSELS ACQUIRED

Following closely the negotiations which placed four new training ships in its rapidly expanding fleet, the Maritime Service has announced the acquisition of two more former passenger vessels which will be used as station

ships. The vessels, *New York* and *Boston*, have been chartered from the Eastern Steamship Lines by the Maritime Commission and turned over to the Coast Guard for use by the Maritime Service.

The *New York* and *Boston* are sister ships built in 1924 at Sparrows Point, Md. They have a gross tonnage of 4,989 tons, a length overall of 385 feet, a beam of 72 feet, a draft of 20 feet, and a horsepower of 2,680.

The *New York* was placed in commission on December 19, at Staten Island, N. Y., and will be attached to the Maritime Service Training Station at Hoffman Island, N. Y. It will be used primarily as a station ship to increase the accommodations for apprentice seaman trainees by approximately 700. It is also planned to use the vessel for training cruises in the vicinity of New York. The *Boston*, placed in commission on December 23, at New London, Conn., was originally intended for use as a station ship at the Fort Trumbull Training Station. However, recent plans for the expansion of the Maritime Service training program provide for the vessel being stationed at Hoffman Island, N. Y., where it will be used to provide quarters and messing facilities for apprentice seaman trainees.

OPEN BIDS FOR LIFEBOAT STATION BUILDINGS

Bids were opened at Coast Guard Headquarters on January 21, 1942, for the construction of station buildings at the new site of the Tillamook Bay Coast Guard Station, to be located at Garibaldi, Oreg.

In all, seven bids were received, with the apparent low bidder being George F. Anderson, Astoria, Oreg., in the amount of \$87,555, with completion promised in 200 days. The other bidders were: Curtis Gardner, Portland, Oreg., \$99,465; Waale-Camplen Co., Portland, Oreg., \$111,365; Tom Lillebo, Reedsport, Oreg., \$114,020; Drake, Wynan & Boss, Inc., Portland, Oreg., \$120,000; Teller Construction Co., Portland, Oreg., \$120,514; Grays Harbor Construction Co., Aberdeen, Wash., \$152,748.47.

DEFENSE SAVINGS BONDS AND STAMPS

Unusual interest was shown in the purchase of Defense Savings Bonds and Stamps by headquarters personnel for the past month, sales, totaling \$6,193, having risen to the highest peak of any month since the beginning of the cam-

paign. Purchases by field personnel showed a slight decrease, this no doubt occasioned by many of the ship units being at sea and unable to report. Sales of bonds and stamps since the beginning of the campaign have reached the following totals: Headquarters, \$31,390; field, \$169,107.

CHANGES IN ASSIGNMENT

(From December 23 to January 23)

PROMOTIONS

Temporarily to the rank of captain:

W. K. Scammell. H. Coyle.
G. U. Stewart.

Temporarily to the rank of captain (engineering):

E. F. Palmer. J. N. Heiner.

The following ensigns were tendered appointments as lieutenant (junior grade):

R. D. Brodie.	J. N. Schrader.
R. W. Goehring.	H. F. Frazer.
H. L. Morgan.	J. J. Shingler.
J. D. McCubbin.	W. K. Thompson.
R. P. Bullard.	W. R. Riedel.
O. R. Smeder.	L. B. Kendall.
Victor Pfeiffer.	R. McM. West.
W. L. Morrison.	C. E. Sharp.
D. W. Sinclair.	C. W. Schuh.
R. R. Russell.	Lynn Parker.
C E Masters, Jr.	C. G. Winstead.
R. H. Prause, Jr.	

The following were issued acting appointments:

BOATSWAIN

Arthur P. Minor.

MACHINISTS

H. D. Black.	G. E. Smith.
H. S. Bates.	W. L. DeJong.
C. A. Willikson.	R. B. Leslie.
I. L. Logan.	L. J. Keune.

CARPENTERS

T. F. Stone.	E. Kissinger.
R. H. Chadsey.	

PAY CLERKS

W. R. Echols.	A. M. Spiri.
R. E. Daniel.	H. E. Major.
W. B. Sonntag.	S. K. Kowalski.
J. G. Milosic.	O. D. Cameron.
J. K. McVey.	L. R. Chenoweth.
C. H. Brendle.	T. P. Festo.
H. J. Burness.	E. L. Casey.
T. R. Dalton. ¹	A. T. Cooper.
R. C. Swimelar. ¹	D. B. Trotter.
M. J. Peppel.	O. R. Gilkison. ¹
T. M. Krotky.	J. S. Toner.
A. D. Stumpff.	Floyd Blier.
G. E. Maxson.	J. T. Sandwich.
J. R. Clark.	M. J. Snowden.
L. C. Spaniol.	L. A. Storm.
F. P. Flavian.	J. C. Waters.
George Cronick.	J. W. Winchester.
A. O. Hatfield.	H. W. Pelletier.
J. E. Devitt.	W. K. Downing.
H. L. Evans.	J. T. Echols.
H. W. Means.	

RETIREMENTS

Rear Admiral Leon C. Covell, headquarters, effective January 1, 1942.

DEATHS

Captain George Warren David (retired), died at Laconia, N. H., on December 30, 1941.

Commander Howard Emery (retired), died at Seattle, Wash., on January 20, 1942.

Chief Boatswain (T) Leslie A. Brower, U. S. C. G. R., died at Ellis Island Marine Hospital on January 10, 1942.

¹On distant units at sea. Appointments are subject to physical examination.

